

F-2-109

Railroad Bridge 52.61,

Ca. 1902-1920

Little Pipe Creek

Ladiesburg, Maryland

Private

Railroad Bridge 52.61, Little Pipe Creek is a steel trestle railroad bridge over Little Pipe Creek, the County boundary with Carroll County. It is apparently a replacement of the original Frederick and Pennsylvania Railroad Bridge built in the last quarter of the 19th century. The Pennsylvania Railroad merged with the Frederick and Pennsylvania line and upgraded facilities to serve the growing agricultural demands on the line.

Survey No. F-8-109
Railroad Bridge 52.61, Little Pipe Creek
Ladiesburg, Maryland
Frederick County

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont
(Harford, Baltimore, Carroll, Frederick, Howard, Montgomery
Counties, and Baltimore City)

Chronological/Development Period:
Industrial/Urban Dominance 1870-1930 A.D.

Prehistoric/Historic Period Themes:
Transportation

Resource Type:
Category: Structure

Environment: Rural

Function & Use: Transportation/rail-related/railroad bridge

Known Design Source: None

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. F-8-109

Magi No.

DOE ☐ yes ☒ no

1. Name (indicate preferred name)

historic

and/or common Railroad Bridge 52.61, Little Pipe Creek

2. Location

street & number Little Pipe Creek, south of MD Rt. 194 btwn Frederick & ☐ not for publication

Carroll Counties

city, town

Ladiesburg

☒ vicinity of

congressional district 6th

state

county

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Maryland State Railroad Administration

street & number P.O. Box 8718

telephone no.:

city, town BWI Airport,

state and zip code MD 21240-8718

5. Location of Legal Description

courthouse, registry of deeds, etc. Frederick County Courthouse

liber

street & number 100 W. Patrick St.

folio

city, town Frederick,

state MD 21701

6. Representation in Existing Historical Surveys

title

date

☐ federal ☐ state ☐ county ☐ local

pository for survey records

city, town

state

7. Description

Survey No. F-8-109

Condition

☐ excellent

☒ good

☐ fair

☐ deteriorated

☐ ruins

☐ unexposed

Check one

☐ unaltered

☒ altered

Check one

☒ original site

☐ moved

date of move

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Contributing Resource Count: 1

(Typed on separate sheet)

8. Significance

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Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates Ca. 1902–1920

Builder/Architect

check: Applicable Criteria: ☒ A ☐ B ☐ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

(Typed on separate sheet)

9. Major Bibliographical References

Survey No. F-8-109

Bridge description and history from file at State Railroad Administration, BWI Airport,
Copy in Frederick County Planning Department file.

10. Geographical Data

Acreage of nominated property _____

Quadrangle name Union Bridge, MarylandQuadrangle scale 1:24000

UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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E

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F

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G

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H

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	Maryland	code	county	Carroll	code
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state	code	county	code
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11. Form Prepared By

name/title Janet L. Davis, Historic Sites Surveyororganization Frederick County Planning & Zoning Dept date June, 1991street & number 12 E. Church St. telephone 301-696-2958city or town Frederick, state MD 21701

The Maryland Historic Sites Inventory was officially created by
an Act of the Maryland Legislature to be found in the Annotated
Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and
record purposes only and do not constitute any infringement of
individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
301-514-7600

7.1 Description

Railroad Bridge 52.61, Little Pipe Creek is an open deck riveted plate girder railroad bridge which crosses Little Pipe Creek just south of Maryland Route 194 between the Ladiesburg vicinity of Frederick County and the Keymar vicinity of Carroll County, Maryland. The bridge was built in sections between 1902 and 1920 and has 15 spans varying from 30 ft. to 79 ft. in length.

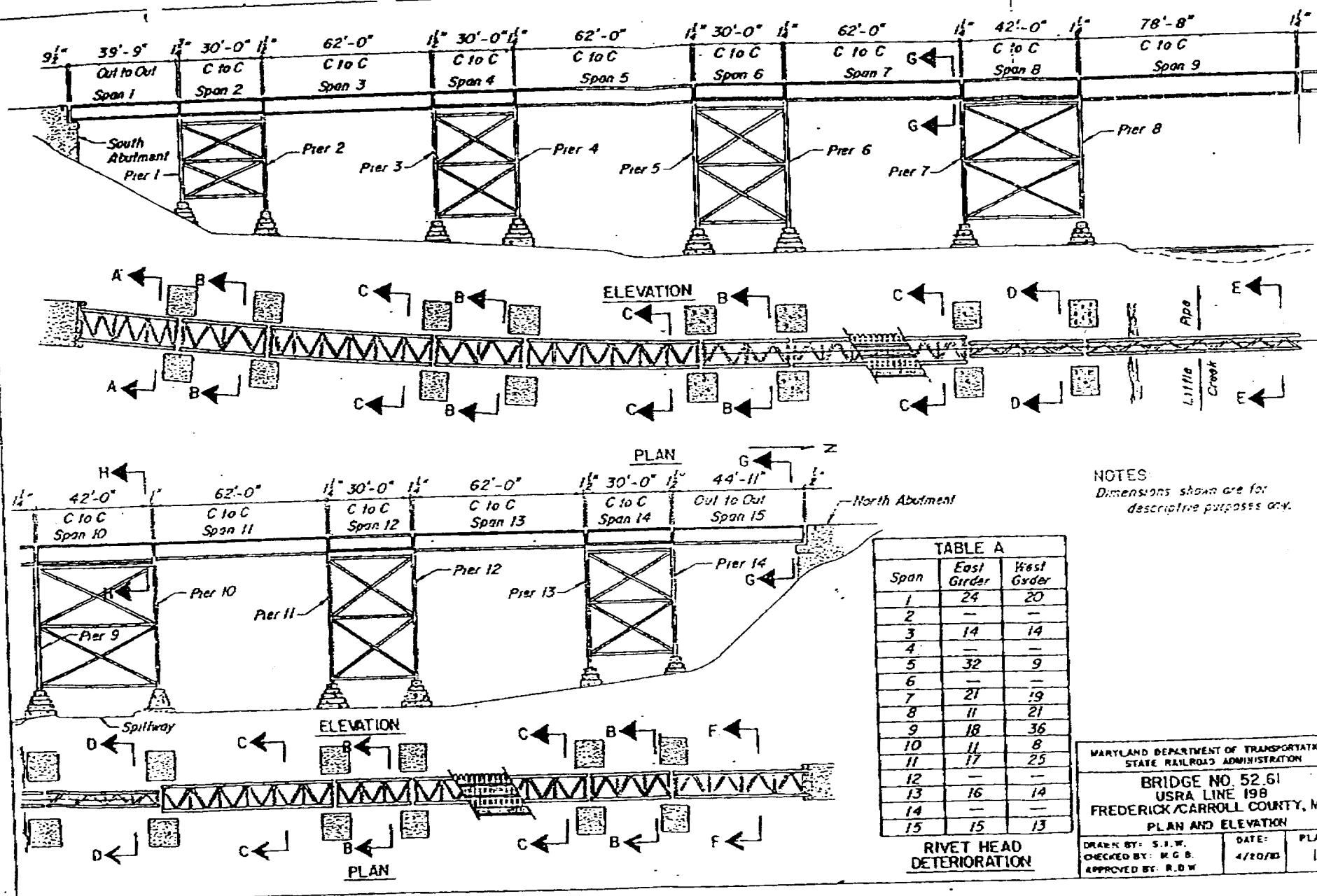
The bridge carries one track and is flanked by a timber walkway with a handrail along the east side. The bridge alignment curves slightly on the Frederick County end. The steel girders are supported by tower structures on stone piers and by stone abutments at each end. Two of the stone piers have been partially or completely encased with concrete.

8.1 Significance

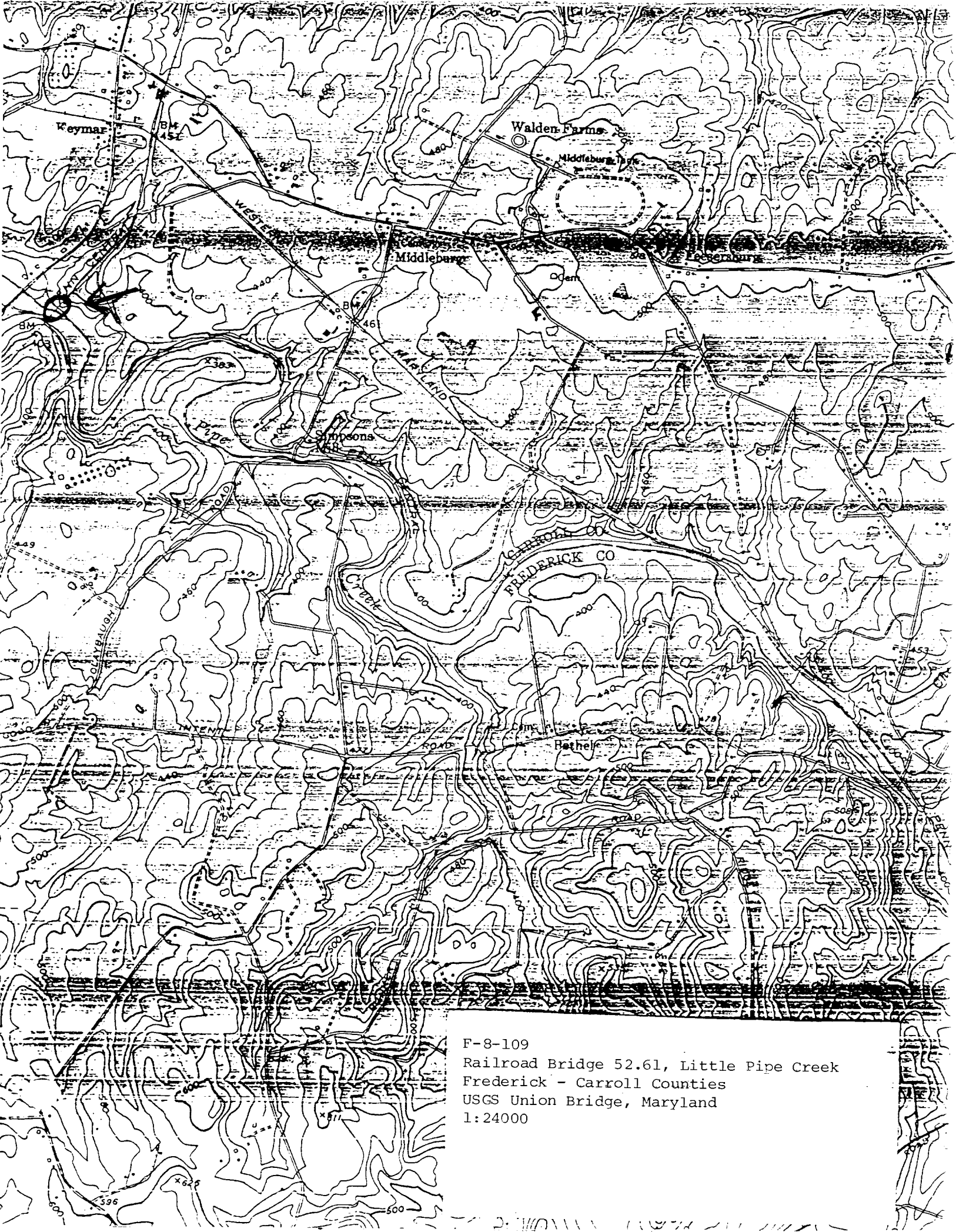
Railroad Bridge 52.61, Little Pipe Creek is apparently a replacement of the original railroad bridge on the site built by the Frederick and Pennsylvania Railroad in the last quarter of the 19th century. After a merger with the Pennsylvania Railroad Company in the early 20th century, the company had the bridge replaced by two well-known bridge building companies, McClintic Marshall and the Phoenix Company. The upgrading of the company's facilities is a reflection of the increasingly heavy transport of agricultural produce, particularly by dairy products.

Spans 1 through 7, counting from the Frederick County or south end of the bridge, were built by McClintic Marshall in 1903. Spans 11 through 15 were built from the north end by the Phoenix Bridge Company in 1902. The middle portion, Spans 8 and 10 are re-used sections of another bridge and Span 9 is apparently a recycled section from a second bridge. Span 9 has different sizes of members from the other spans and the State Railroad Administration has information regarding a design for this span from 1917 which may suggest the re-used section was replaced with new materials after the date of the design.

High span bridges in Frederick County are found mostly in the mountain regions. The railroad bridge over Little Pipe Creek is, therefore, unusual for its location. Engineering structures of the early 20th century are only beginning to be documented and no railroad bridges have been inventoried to date. Full context development of transportation structures remains to be researched.



F-8-109
Railroad Bridge 52.61
Frederick County
Plan and elevation drawing



F-8-109
Railroad Bridge 52.61, Little Pipe Creek
Frederick - Carroll Counties
USGS Union Bridge, Maryland
1:24000



F-3-109

Little Pipe Creek Railroad Bridge No. 52.61

Frederick County

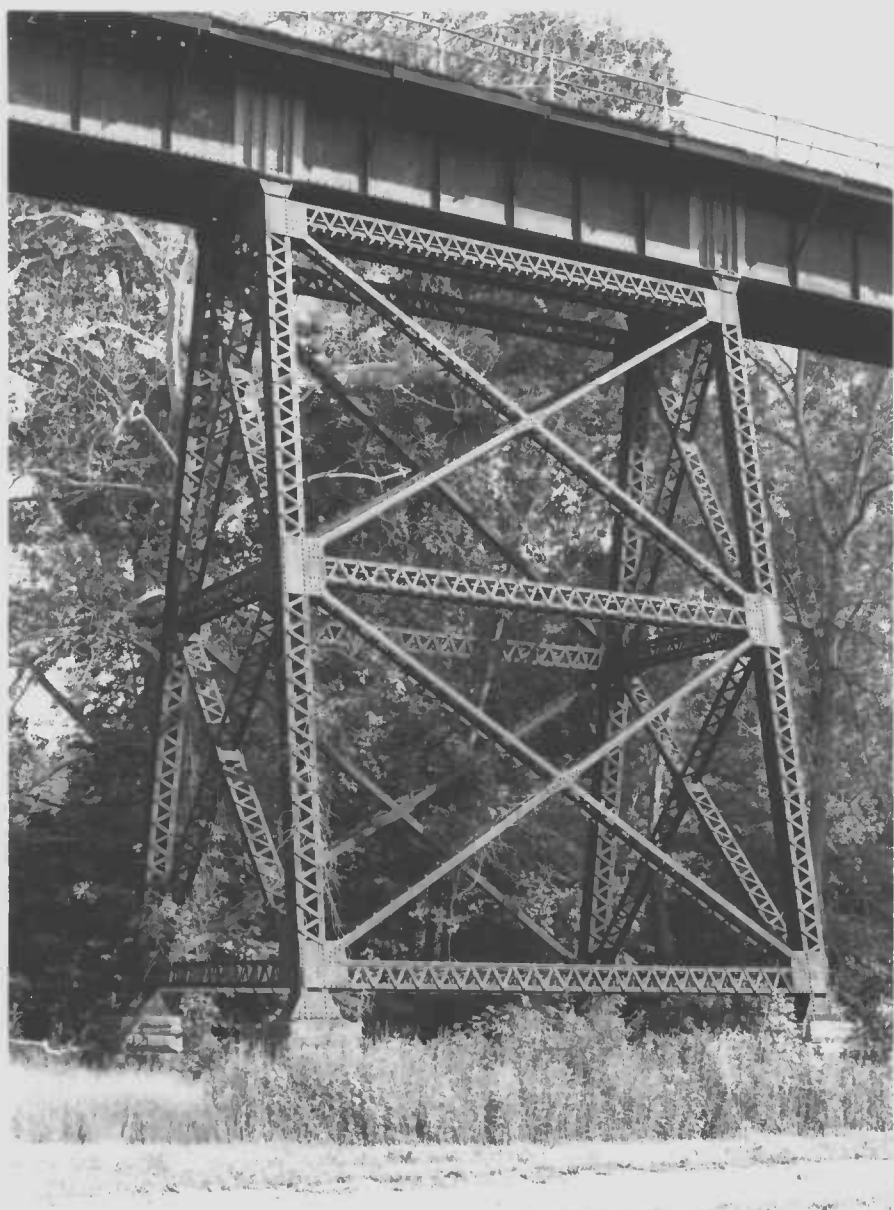
Photo: Janet Davis

June 1991

Neg. loc.: Md. SHPO, Crownsville, Md

View from southeast

1/3



F-8-109

Little Pipe Creek Railroad Bridge No. 52.31

Frederick County

Photo: Janet Davis

June 1991

Neg. loc.: Md. SHPO, Crownsville, Md

Tower detail

2/3



F-8-109

Little Pipe Creek Railroad Bridge No. 52.61

Frederick County

Photo: Janet Davis

June 1991

Neg. loc.: Md. SHPO, Crownsville, Md

Abutment, view from east

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